

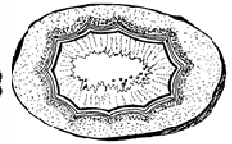
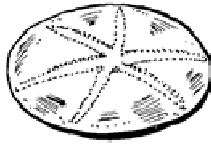
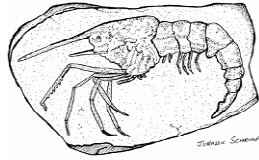
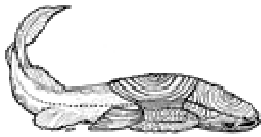


GEMBOREE 2017

INFORMATION E-NEWSLETTER

December 2016 – Edition 9

Tony Luchetti Showground, Lithgow – Easter – 14th – 17th April, 2017



FROM THE E-NEWSLETTER EDITOR



As this is our Christmas e-newsletter I would like to take the opportunity to wish one and all a very happy, enjoyable and relaxing Christmas and my best wishes for the New Year and 2017. Welcome again to our e-newsletter for December and especially to the influx of collectors who have just requested this newsletter.



Colin Wright, our GEMBOREE 2017 Co-Ordinator, would also like to extend to every one of you a very Merry Christmas and prosperous New Year. This is a joyous season to take a step back from our busy lives and enjoy time with our loved ones. Best wishes to you and yours.

Colin is looking forward to meeting you next Easter in Lithgow, with just four months to go till the GEMBOREE 2017 takes place.

Remember that you need to think about your accommodation and if you are staying off-site. Accommodation will be at a premium now as we get closer. You also need to get your registrations in along with any tailgating applications, etc., A.S.A.P.

There is plenty to do and see around Lithgow, including horse riding (seen below) negotiating the Cox's River.



If you need details and contacts for the various local attractions or any accommodation needs in and around Lithgow you need to contact the illustrious staff at the Lithgow Visitor Information Centre, 1137 Great Western Hwy, Lithgow. NSW 2790 or telephone

“ESKBANK” & THOMAS BROWN



The name ‘Eskbank’ is a common word in Lithgow. It is a symbol of industrial industry of the town and later the city. Eskbank Estate, for some ninety years, sustained the industrialists and their workforce who transformed Lithgow from being a serene valley into a hive of

industry with coal mines, iron and copper foundries and steel mills.



It began with Thomas (above) and Mary Brown after the couple married in June 1838 in Dumfries, Scotland. Thomas Brown had been born in 1811 at Craighead, near Inverness, in the north of Scotland. Mary was born in 1804 in Dumfries which was a coal-mining region adjacent to the English border. Not long

after, they set sail for Sydney arriving in December 1838, and heading for Bathurst, where Mary’s brothers lived.

The couple settled at Bowenfels (later spelt Bowenfels) where they rented Andrew Brown’s Coorwull for a period of two years. Obviously seeing potential in the area they were able to purchase one of the first blocks of land to be offered in the Lithgow Valley in 1840. His 200 acres, adjoining Coorwull, had coal on it which he would later mine.

‘Eskbank House’ was built in 1842 by a local Scottish stonemason Alexander Binning, also a Presbyterian. He used the local sandstone that he quarried at Bowenfels and Farmers’ Creek before having it transported by bullock dray to the house site. From Inverness, Binning had been brought out by ship by Presbyterian Minister Reverend John Dunmore Lang to assist in the building of a college for him. Binning at one time, in 1835, was the Inspector of Bridges for the New South Wales Road Department at Bathurst.

Thomas almost immediately purchased another 630 acres. His land now extended from Farmer’s Creek up into Oakey Park and then across the floor of the Lithgow Valley over to Mort Street.

Mary’s sister Wilhelmina Maxwell also lived at ‘Eskbank House’ which features a hipped roof, a

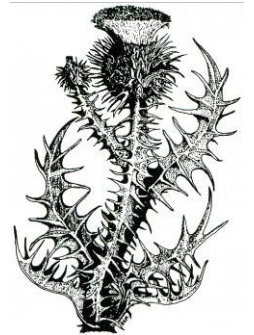
verandah all around, finely dressed sandstone blocks, bay windows, graceful chimneys. If you visit the old home next year it’s quickly pointed out that the house has a symmetrical internal structure. Stables and a cottage for the workmen were also added. The name came about after the river Esk in Scotland.



Thomas and Mary had a circular driveway out the front and a formal garden and trees set out. Once climbing roses adorned the verandahs. A hexagon pavilion was also built at the side and a vegetable garden was quickly established along with a selection of fruit trees.

By 1847 Thomas had been appointed as a Commissioner of Crown Lands and in 1849 Charles Augustus Fitzroy, Captain General and Governor in Chief of New South Wales, Victoria and Van Diemen’s Land engaged Thomas as a Bench Magistrate. By 1855 he had become a Police Magistrate at Hartley Courthouse.

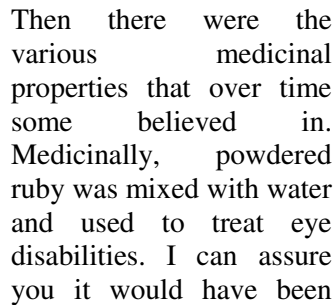
Having no interest in pastoralism Thomas proceeded with more industrial pursuits and created the Eskbank Colliery. He was quite aware that it was in an isolated area so along with other fellow Scotsmen and Presbyterians lobbied the New South Wales Government to bring about a rail line through the Lithgow Valley. The Great Western Railway extension would also make other projects possible.



Thomas must have been very pleased when he learnt that the Government had begun to investigate possible routes for the Great Western Railway in 1858. The Government Surveyor was Edwin Barton and he favoured a zig zag configuration over the Blue Mountains and into Lithgow. Thomas was aware that coal would be needed so the year before the railway arrived he had a test coal tunnel cut in at nearby Farmers Creek with pleasing results. He opened his Eskbank Colliery in time for steam engines to arrive in Lithgow in 1869. The Colliery over the following three decades was the Western Coalfields most valuable mine.

He paid for a personal rail siding behind Eskbank House, calling it Brown’s Siding. In 1882 Eskbank

During the Middle Ages people wore rubies as an amulet to ward off the plague and evil spirits. Others believed that they protected one from being poisoned and kept the bearer healthy.



One can find several references in the bible to rubies, though they called it ‘carbuncle’ in those days. A ruby was selected by God as one of the Twelve Stones of the Breastplate mentioned in the New Testament. Various gemstones are also mentioned in Exodus, Ezekiel and Isaiah. Talking of religious associations numerous blood-red rubies have been used to set into the golden rings of cardinals and bishops. The British Royals have over time used rubies to ornament various coronation rings as well as crowns.

Rubies are commonly mined in such countries as Thailand, Kenya, Malawi, Brazil, America, Tanzania, Vietnam, Cambodia, Pakistan, Zimbabwe, Sri Lanka, Myanmar (Burma) as well as in Queensland and here in New South Wales.

At one time there were ‘Siberian rubies’ on the market but they turned out to be tourmaline. These days with the technology available there are plenty of gemstone ruby fakes about! Many synthetic rubies are made in commercial quantities to be used in decorations for cheap jewellery and watches. One would assume that all stones on the market today have had some kind of heat treatment as it has been the practice for decades.

After Federation, the Commonwealth undertook a stocktake of our defence capabilities of both personnel, arms, supplies and material assets. Obviously Joseph Cook, a former Lithgow coal miner and the Federal Minister of Defence, would have had an input into where a possible Small Arms Factory could be located.

Prior to 1900 practically all defence equipment had been supplied to Australia by the United Kingdom. Finally the Commonwealth Government in 1908 announced their plans to construct the Small Arms Factory in Lithgow. Obviously it had been pointed out that Lithgow was ideally located to steel and coal supplies, rail transport and electricity. As well, the township was some 90 miles from the coast.

A number of companies were invited to tender to supply a Lee-Enfield rifle manufacturing plant capable of supplying 250 rifles each week. Australian Government officials approached companies in Europe, United Kingdom and the United States of America.

Controversially the Pratt & Whitney Corporation of America was awarded the contract to supply the comprehensive plant, machine-tools, jigs, fixtures and gauges and the first Lithgow manager. Six men were sent to America to their works to train as foremen. The semi-skilled workforce would be recruited locally. In December 1909 Mr F.R. Ratcliffe of Pratt and Whitney arrived to help with the planning of the factory.

Building commenced in 1909, then on 10th January, 1910, the site of the factory was inspected by Lord Kitchener on his way to Bathurst to open the Boer War Memorial there.

The National Advocate in Bathurst reported the official opening proceedings on Saturday 8th June, 1912. They associated Lithgow as the “Birmingham of Australia” – Governor General opens Lithgow Small Arms Factory. It went on “Yesterday was a proud day for Lithgow but the town is so used to stirring events that it took it quietly. Possibly the damp, wintry weather contributed to this. It was also a memorable day for Australia, for the first Small Arms Factory in the Commonwealth - a collection of buildings where hundreds of machines are now busy cutting rifle stocks, straightening barrels, perfecting aperture sights,

manufacturing sword bayonets and generally turning out lethal weapons was yesterday morning opened by the Governor-General, Lord Denman. The birth of the idea was, seventeen years ago, in the brain of Mr. J. Ryan, one of Lithgow's best known townsmen. Its maturity was yesterday. On Friday night a horde of military officers, politicians and pressmen swooped down upon the town in anticipation of the event, but the morning broke rainy and raw, the mountains being hidden by the rain, and the enthusiasm of the inhabitants merely extended to a cadet guard of honour, the showing of some flags, and a small gathering at the station to see the Governor-General arrive.

His Excellency, who was accompanied by Captain Nutting, A.D.C, and Senator Pearce, Minister for Defence, was welcomed by the Mayor (Alderman Pillans), and the aldermen of Lithgow. Lord Denman motored to the factory and, without much ceremony, handled a lever, switched on the current, and declared the factory opened. At noon His Excellency inspected the factory which can turn out 50 magazine rifles and bayonets a day. He addressed the employees, expressing the hope that Lithgow would become the Birmingham of Australia. He trusted that any economic disturbance in their industrial life would be settled by conciliation and voluntary agreement.

Mr. Joseph Cook said that the idea of a Small Arms Factory originated with Mr. Ryan, of Lithgow. Messrs. Pratt and Whitney, an American firm, for whom Messrs. Noyes Bros, Ltd., Sydney, are the Australian agents, supplied all the rifle-making machinery for the factory. The electric generators, switchboard and electric motors were manufactured by the British Westinghouse Electric and Manufacturing Company, Limited; of Manchester and were supplied by Noyes Bros., as sub-contractors to the Government Dockyard."



With Mr. A. C. Wright as the first manager of the new factory it began manufacturing in 1912 – 13. The new factory (above) embraced the most modern precision engineering practices that became the benchmark for all engineering establishments throughout Australia.

With World War One declared the military authorities had local militia and cadets supply the security to guard the Small Arms Factory in Lithgow. The men and boys camped in bell-type tents, a week at a time

with one day off, many travelling home to Bathurst and Kelso on the steam train for their rest day. Four members (below) were from Bathurst with Arthur Saunders of Kelso, 3rd from the left.



More equipment arrived in May 1916, with the first consignment of the rifle-making machinery ordered from the Platt and Whitney Company by the Federal Government. The machinery had been long overdue owing the difficulty in securing freight space, whilst doubtless the fact that the American factory was working to full capacity on other orders has had something to do with the delay. Work was progressing steadily and satisfactorily at the factory, and the production of rifles is increasing."



(Above) the Bathurst contingent camped near the Small Arms Factory in Lithgow.

After the declaration of World War One it saw escalating demands on the factory with production doubling and then later re-doubling. The production of Lee-Enfield .303 rifles increased during this time from 15,000 per year to 80,000 per year. By the end of the Second World War the Small Arms Factory had made 640,000 .303 rifles.

With World War One over production slowed so the factory diversified to make other items such as streamlined wires, metal aircraft engine parts and the Vickers

A large forge and die sinking shop was constructed, reputedly the largest in the southern hemisphere and new laboratories, boiler rooms and heat equipment were also introduced. The workforce at this time rose to 12,000 with the inclusion of increased shift work. This included 6,000 people in Lithgow as well as an additional 6,000 in feeder factories established at Orange, Bathurst, Young, Forbes, Wellington, Cowra, Dubbo, Parkes, Portland and Mudgee to assist the Lithgow operations.

The Small Arms Factory was one of the major employers in Lithgow for some time and as a result of the rising work force during World War II a suburb known as Littleton was established with 'Duration Cottages' to house both workers and their families. An additional railway station at Coerwull was also established to facilitate commuter travel from the Blue Mountains' towns.

After the war, tools, pencil sharpeners, sporting rifles and telephone parts were produced. Operations at the Small Arms Factory have been significantly scaled down due to increasing government cutbacks.

The Small Arms Factory Museum was officially opened in 1996 to celebrate the history of the factory as well as the people that worked there over its many years of operation. The Museum now has the largest firearms collection on public display in the southern hemisphere and is considered by many experts to be amongst the finest and most comprehensive in the world. It is located at 69 Methven St, Lithgow, in the old administration building.

*Some information thanks to the Small Arms Factory
Museum Inc.*

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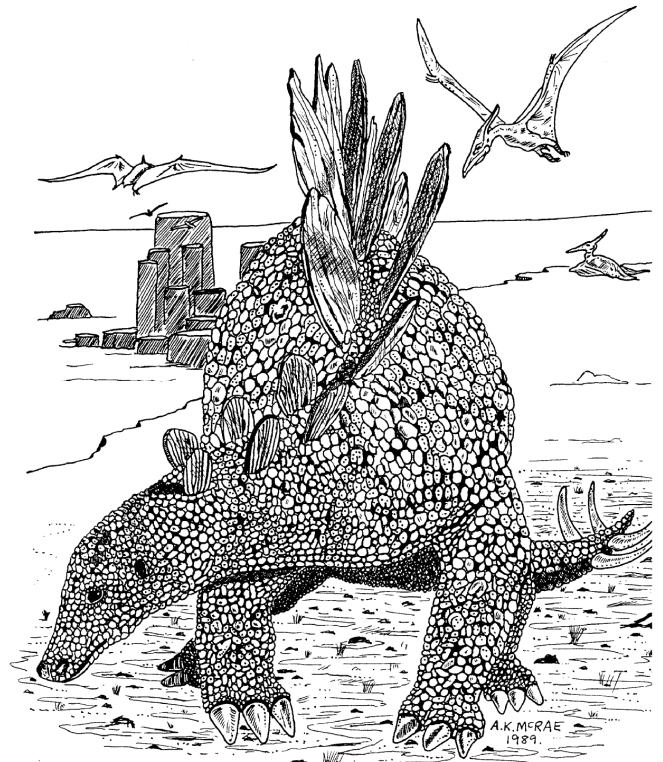
STEGOSAURUS

It seems that some dinosaurs are more interesting to children than others and this dinosaur is one of those . The Stegosaurus had a large body and quite a small head, hence it has not been called 'too smart' amongst dinosaurs. It is one dinosaur of two groups that developed armour. Its body was covered with masses of small bony plates. It was a land dweller and was a slow and sluggish beast that wandered through swampy areas looking for food.

They are from the late Jurassic period where a full adult would grow to around 20 to 25 feet long and about 12 feet high. They were solid, maybe 8 to 10 tons, so that one wouldn't fit in your one ton ute.

Despite all its massive armour plates along the ridge of its back and down its tail, as well as a savagely armoured tail, its design left its side areas very open to attack. The tail worked like a club with its sharp appendages which could number from two to eight.

Palaeontologists now feel that the back plates may not even have been used for attack or defence necessarily but for body temperature adjustments by allowing blood to be pumped through them to permit it to heat up more quickly or, by the same system, cool the beast down. The head was small with no forehead, just a flat area. Its mouth housed a large number of little teeth with some fossil specimens being found with up to 100 teeth in place.



Its short forelegs had three toes, as can be seen in the drawing (above), it allowed the head to be closer to the ground for grazing. It would not have been able to go too deep into the water in search of reeds and other water vegetation, though it may have preferred thicker woodland so that largest predators would be more unlikely to enter. The back legs are longer and larger and they too had three toes.

Alberta in Canada has been one country to find some fine Stegosaurus fossils, some of theirs being from the Cretaceous period. Several have been found with mended broken bones due to some misfortune, maybe a fight with an Allosaurus.

The Pteranodons flying and sitting in the background had a wingspan of over 20 feet. They are thought to have weighed in at around 20 to 25 pounds. They had a large bony crest that could have been to counterbalance its long toothless beak. They had an extending pouch in which they carried the fish and other aquatic life that they swooped up.

STEAM LORRIE WORKHORSE

This old steam-driven lorry (below) was owned by the Bathurst & Western Transport Company and was loaded with bags of coke from Lithgow. The coke was bound for the Bathurst Municipal Council Gas Works which was located in Russell Street beside the railway underpass where the site still exhibits the old buildings and some of the massive equipment. The Bathurst & Western Transport Company also carried coke and coal to local blacksmiths as well as to householders to use in their fireplaces, heaters and black steel stoves. Other businesses and distributors were also supplied with coke to resell in smaller amounts.

witnessed around Lithgow and Bathurst and districts by our grandparents and great grandparents. The Bathurst & Western Transport Company was just one of at least five steam haulage businesses that established themselves in Bathurst. All had replaced their draught horses. Before these steam-driven lorries entered the scene the first form of steam powered freight and cargo carrier was a combination of a trailer and steam traction engine.

These steam-powered vehicles were usually used for transporting commercial freight. Whilst many were relatively slow some could get up to 60 miles per hour (almost 100 kilometres per hour) on an absolutely



The steam lorry was supplied to the Bathurst & Western Transport Company by Garratts Limited, Sole Agents in Sydney. It was brought to Bathurst from Sydney on the steam train. Garratts also provided maintenance and spare parts for this interesting form of early transport. Though this vehicle has a cab with doors around the front it must have been cold to drive in winter even with the boiler beside the driver. Unlike later versions this lorry had no windscreen. This Garratts' design has the boiler and funnel across the front.

Smoke could definitely be an issue with these steam vehicles and the Bathurst City Council received a number of letters of complaint at their meetings concerning some of the local businesses' steam trucks. One was owned by Wright Heaton and drew several complaints. Another letter describes one offending smoky lorry as a "road locomotive" with more than one complaint concerning these steam lorries upsetting people's horses and being 'too noisy'.

These steam-powered road vehicles would have been

good road though these would have been rare around Bathurst or elsewhere. Mostly they travelled up to 50 kilometres per hour on a fair road.

Many vehicles weighed around and upwards of five tons, unladen weight, and were fitted with solid rubber tyres. Earlier models could have either steel or wooden wheels however all gave a hard ride. Before long the wooden, steel and solid rubber wheels were discontinued and modified with pneumatic tyres.

Mocklers, a Bathurst general store, had a solid tyre lorry that they had converted over to the 'pump-up pneumatic tyred wheels'. One has to wonder whether the flat heavy solid tyres would have been beneficial when negotiating the unsealed roads and tracks around Bathurst's countryside at the time.

There were two types of these lorries, these being known as an 'undertype' and 'overtyp'. The difference related to where the manufacturer positioned the engine and makers tended to concentrate on one form or the other.

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You wouldn't be the first person to be fooled by this mineral and most collectors starting out will be attracted to the bright and shiny pyrite mineral crystals on the dealer's tables. Iron pyrite is an iron sulphide and due to its metallic lustre and yellowy brass appearance is often referred to as 'fool's gold'. To make it more confusing iron pyrites was often found with gold.



As it can be also found in coal seams the early miners often called it 'brass' or 'brazzle'. Collectors frequently prefer the crystallized specimens which occur in cubes, octahedrons and pyritohedrons or in some cases combinations of these forms. We know that iron pyrite can be a replacement mineral in fossils with some superb specimens found in Germany. They look as though their edges and highlights have been emphasised in this shiny material.

The most common of the sulphide minerals, the name pyrite is derived from a Greek word meaning ‘fire’. The Romans used the word ‘pyrite’ to any stones that could produce sparks. It is usually found in association with quartz veins, metamorphic and sedimentary rocks with other sulfides or oxides (below).



Pyrites was once used in radio receivers and in the old crystal sets we once used as kids. It was later replaced by the vacuum tubes or valves. Lately it has been used in some solar panels.

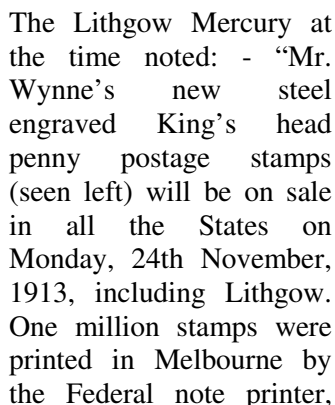


Pyrites can be found in remarkable glittering discs (above). As the ancient Chinese viewed the earth as a golden cube they collected this mineral as they felt their vision was emulated by the cubes of pyrites. They also believed that Pyrite would guard against crocodile

The American native Indians polished pyrites in the early times to make mirrors. In Queen Victoria's time pyrite crystals were popular set in silver.

After Australia's Federation in 1901 the nation was not ready to immediately produce its own postage stamps and coinage. As it was, the various colonies hadn't given much thought to the changeover either so in the meantime the stamps of each individual colony were used up. This red one penny King George V surface printed postage stamp was the first denomination to be issued in this series though the first design known as the 'Map and kangaroo' had previously been issued on 2nd January, 1913.

The stamp die for this King's head issue was cut by the English firm Perkins Bacon and Co, of London. The plates were made of steel on which two lots of 60 stamp images were cut in.



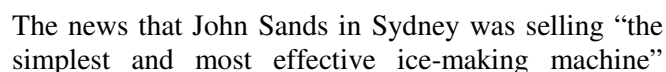
Mr. Harrison, have been distributed amongst the States on a population basis. Mr. Wynne has instructed that no stamp dealer must sell in more than half-dozen lots so that professional philatelists will not be able to mop up the issue and sell it at fancy prices as curios."

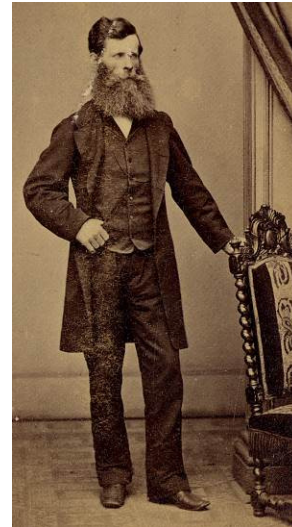
This red penny stamp has the unique honour of being printed from the original steel 1914 stamp dies until they were stopped in 1937.

With Australia's hot and thirsty climate the need for cool alcoholic drinks and aerated cordials initially was given a real boost on the goldfields. Whilst ice making companies established themselves and sold blocks of ice to hotels, as well as the public to keep their food cooler, there was always a need for smaller units to allow hoteliers to make their own ice.

One report in May 1879 made mention of hotels:- “All these places - the coal mine, copper works, brickyard, and public school, are situated in the higher part of the township, in the Eskbank direction, and the population seems densest at this part. A handsome new hotel, the Cosmopolitan, has been put up here for the accommodation of the public. It is handsomely furnished throughout, and is well adapted for families from Sydney visiting the zigzags or any of the valley scenery beyond the mountains. Mr. Howells, the proprietor, who since my visit has met with a buggy accident, has spent a large sum in making his place comfortable, and doubtless will attract a large custom without injuring the older houses. The Royal is situated at the opposite end of the township, near the present Lithgow Railway Station. Mr. Grey enjoys a good reputation as a host and his house appears well adapted for the trade.”

Every year each publican had to appear in person to apply for their 'Publicans Licence'. "In June 1888 twenty publicans from Lithgow and surrounding districts appeared before the Licensing Magistrates in Lithgow on Wednesday last to get a renewal of licences. The applications in every case were granted without any objection."





BOWENFELLS POST OFFICE

BOWENFELLS POST OFFICE

was undertaking a Government position, such as a Postmaster, if that latter person fails to perform their duty as specified.

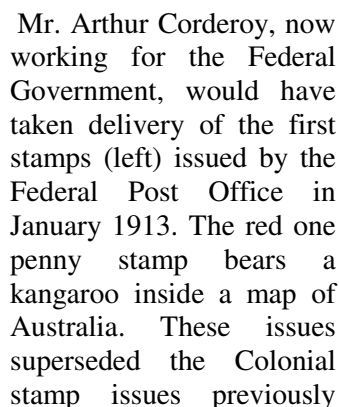
Mail at this time was usually picked up from Parramatta and brought through to Bathurst via a mail coach service that had a contract to carry the mails by the General Post Office. A mail bag would be dropped off at Bowenfells on the way through and the mailbag for Sydney collected on the return trip from Bathurst back to Parramatta. The coaches travelled the Hartley-Bathurst route, via Rydal, Meadow Flat, Frying Pan (now Yetholme) and on to Kelso. Later after the railway reached the Lithgow district mail was despatched on the train and dropped off at the Bowenfels Railway Station.

Mr. William Corderoy proved a popular and reliable Postmaster at Bowenfells and in 1867 when he had to reapply and was successful he had Mr. Mark Hayward, a tanner, was a new surety. In 1870 William was employing James O'Brady and Thomas Corderoy as his assistants.

On 2nd October 1875, the Sydney Morning Herald reported that “the Sydney General Post Office has come up with a cheap and rapid means of communication known as a ‘postcard’”. It went on: - “It is a white stout card the size of your hand on which you write an address on one half and your short

In 1879 the name of Post Office changed from Bowenfels to South Bowenfels, and the Post Office at Bowenfels Railway Station, known as Lithgow, renamed Bowenfels Post Office. William Corderoy resigned as Postmaster, South Bowenfels, and recommended that his son, Mr. Arthur G. Corderoy be appointed in his place, which was approved. After Federation in 1901 all Postmasters were employed by the Commonwealth Government.

Finally in 1910, after numbers of letters and comments by the Lithgow Mercury the spelling of Bowenfells was changed to Bowenfels, thus bringing it into line with Bowenfels Railway Station. In the same year Mr. Arthur Corderoy's salary for the year was £31/10/0 however this was later reduced to £26/10/0 per annum.



used by the various individual states. Various colours were used for the different denominations, though red was always reserved for the one penny stamp issues.

The kangaroo and map design was not very popular as all as many Australians were expecting the King's image. The 'map and roo' stamp design had been the result of a competition conducted by the Postmaster-General's Department which had initially been inaugurated in January of 1911. The competition attracted some 1051 designs, with some entrants submitting more than one design to be judged.

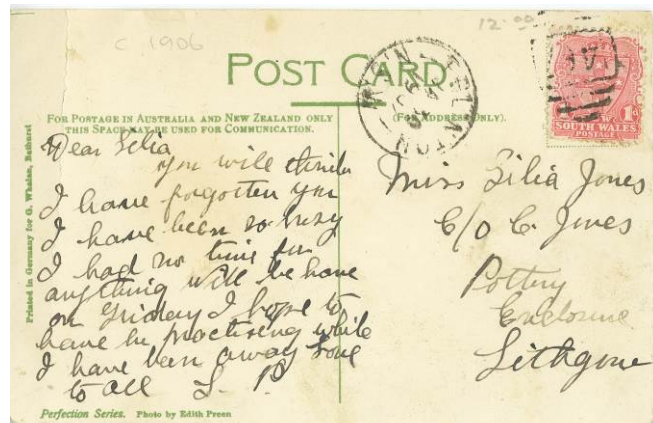
In 1916 Mr. Arthur Corderoy sent in his resignation as Postmaster following which Mr. George Morrow, who was the caretaker of the old South Bowenfels Police Station, was appointed the new Postmaster and the Post Office conducted from there.

In 1922 Mr. W. Dodman was the appointed Postmaster with the Post Office being relocated to a premises some 50 yards from the old police station. In 1925 Mr. Rowe replaced Mr. Dodman as Postmaster. Mr. Rowe remained Postmaster until his resignation in 1940.



(Above) the first official Lithgow Post Office single-storey brick building. (Photo courtesy Lithgow Library.)

In February 1909 the western mail was sent from Penrith via Windsor, Richmond, Mount Victoria, Hartley, Lithgow, Bowenfells, Wallerawang, Rydal, Sunny Corner, Meadow Flat, Tarana, Oberon, Locksley, Brewongle, O'Connell, Glanmire, Raglan and Kelso and on to Bathurst daily. The train left at 3.20am.



A postcard (above) addressed to a Miss Jones, c/- C. Jones, Pottery Enclosure, Lithgow was posted around 1906. The postcard was mailed from Bathurst and would have travelled to Lithgow on the train, delivered and sorted to be delivered to the pottery works.

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Lithgow boasted hordes of interesting places and sites to visit over your stay during the GEMBOREE 2017. Whether you visit for the day or stay for the week there is plenty that you can look at. Lithgow is in the Central Tablelands of New South Wales and has a most picturesque environment. Why not extend your stay for a few days and take in the many highlights. Should you need brochures to various attractions, accommodation or other local information you can contact the very well-versed staff at the Lithgow Visitor Information Centre, 1137 Great Western Hwy,

fracture of the lower portion of the leg, portion of the left hand blown away, compound fracture of the left forearm, burns to the right arm, a wound about two inches long in his face and pieces of gravel embedded in almost every portion of his body. (We certainly got all the details in the newspapers in those days.)

that in October 1900 various villages, towns and cities around Australia were commemorating British victories during the Boer War in South Africa. Lithgow wasn't going to be left out so a huge flagpole, some forty-five feet high including five feet odd in the ground, was erected in Lithgow on Tuesday 1st October, 1900, in front of Mr. Francis' hotel as a memento of the British successes in South Africa. Most of the leading residents of the town were present at its erection, which caused a good deal of interest. The Lithgow Postmaster, Mr. Tomkinson, not to be behind the times, has also erected a flagstaff some five or six feet higher than the public one. There are now some four flagpoles in town.

that early Byzantine warriors would take several garnets off to war either wearing them on their uniform or carrying them in a pouch as a talisman (good luck charm) against injury or death. They also believed that they would bring their troops swift victory or at least bring them back alive. Some ancient medicine men would bind several garnets inside a bad wound to help stop the bleeding and support its healing.

in January 1887 it was reported in the Bathurst Free Press newspaper that fish had been caught in Lithgow. On Thursday afternoon Mr Robert Grant caught a fish weighing about 2lbs (which has been shown to us) in Farmer's Creek, near Mort's Meat Preserving Works. It proved to be an English trout, and is the first fish caught in the creek. Some years ago Mr. Andrew Brown, of Bowenfels, deposited some spawn or eggs of the British trout in a dam adjoining his house and it is thought the fish caught by Mr. Grant came from there.

the ancient Roman world traded sapphires which they would have polished by artisans and made into jewellery for both women and men, if they could afford them.

the first election of aldermen for the newly-incorporated borough of Lithgow took place on Friday 9th August, 1889, and the official declaration of the poll was made in the School of Arts. Little interest was manifested in the election and only about 130 ratepayers used the franchise in the Lithgow Ward, the largest ward of the borough. The following candidates were returned: - Lithgow Ward: Messrs. George Donald, Nicholas Sheridan, and David Brown. Clwydd Ward: Messrs. Joseph C. Hooper, J. M. Hughes, and Thomas Bennett.

in 1836 a shower of meteorites landed in the Kalahari Desert much to the amazement of the local

tribesmen. The natives collected some of the meteorites they found lying on the surface. Finding they were very hard they fashioned them into arrowheads and elaborate assagai-heads for their light spears. These latter weapons had very sharp points and appendages.

that Joseph Cook was responsible for the introduction of bicycles to allow postmen to use them to deliver the daily mail and telegrams.

that the original discus used by the ancient Greeks in their early Olympics was actually a fossilised ammonite.

that American natives well before their contact with the Europeans in the late 15th century were making metal alloys and creating household items, weapons and religious items. Native copper and gold was used by the indigenous Americans since ancient times, in some cases around 500BC. They would collect the native metals which were usually lying on top of the ground and would heat it up in a fire before using various cold hammering techniques to produce their artefacts.

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